In the claims:

1. (Currently amended) A transmission-drive unit for a seat adjustment ~~or a servo steering~~, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft wheel without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing.

Claim 2 cancelled.

3. (Original) A transmission-drive unit as defined in claim 1; and further comprising a packing which surrounds said transmission housing, said supporting element being arranged between said driven wheel and said packing.

4. (Original) A transmission-drive unit as defined in claim 1, wherein said transmission housing has a housing wall, said supporting element being formed as a part of said housing.

5. (Original) A transmission-drive unit as defined in claim 1, wherein said drive shaft has a bead which is engaged by said driven wheel and which has an outer diameter greater than an inner diameter of said supporting element.

6. (Original) A transmission-drive unit as defined in claim 5, wherein said bead is formed as a thread.

7. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is arranged at a distance from said driven wheel, which distance is reduced with growing axial force action.

8. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is fixed at least axially on said driven shaft and said driven wheel being formed as an injection molded part which surrounds said supporting element.

9. (Original) A transmission-drive unit as defined in claim 8, wherein said supporting element is formed as a ring arranged form-lockingly on said driven shaft.

10. (Original) A transmission-drive unit as defined in claim 9, wherein said supporting element is form lockingly arranged on said driven shaft through a thread.

11. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is formed as a speed nut with an inner edge supported on an outer surface of said driven shaft.

12. (Original) A transmission-drive unit as defined in claim 1, wherein said driven wheel has a collar for guiding by a running disc supported in said transmission housing, said supporting element having an outer diameter which is greater than an inner diameter of said running disc.

13. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is composed of a plurality of parts.

14. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is composed of two parts.

15. (Original) A transmission-drive unit as defined in claim 1, wherein said driven wheel is formed as a screw wheel of synthetic plastic.

16. (New) A transmission-drive unit for a servo steering, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft wheel without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing.

In the substitute specification:

Please amend the paragraph bridging pages 5 and 6 as follows:

Advantageously the supporting element is arranged between the driven wheel at the inner side of the transmission housing. Therefore the forces are transmitted via the end side of the driven wheel radially in immediate vicinity to the driven shaft to the driven element, and further transmitted to the ~~stabile~~stable transmission housing connected with the drive motor. Alternatively, the force of the supporting element can be also transmitted to a backing which is fixedly connected with the whole transmission housing. Thereby a uniform force transmission from the transmission housing is provided, for example to a predetermined part of the seat.

Page 15, first paragraph in lines 1-12, amend as follows:

In normal adjustment operation the supporting element 38 does not contact the driven wheel 28 to avoid friction losses. In the event of an excessive force action 24 of the driven shaft 42 (for example in the event of

a crash) the force 24 of the driven shaft 28 engages in the region of the end surface 54 of the thread 34. The opposite force 22 is transmitted on the one hand directly to the driven wheel 28 and on the other hand to the supporting element 38 which receives the crash force 24. In this case the driven wheel 28 expands since it is composed of plastic so far that it contacts the supporting element 38. Since the supporting element 38 extends radially directly to the outer diameter of the driven shaft ~~22~~42, the action lines of the forces 24 and 22 overlap. Thereby the ~~occurance~~occurrence of shearing forces in the driven wheel 28 is prevented.

Page 16, first paragraph in lines 1-9, amend as follows:

The supporting element 38 has two ring-shaped grooves 60 and 62, with which it is supported against the packing 40 and the transmission housing 15. Thereby the inertia force 22 in the event of a crash is transmitted from the seat through the packing 40 and the housing 15, over the supporting element 38 to the driven wheel 28, which in the case of high load expands axially so that it contacts the supporting element 38. ~~The inner diameter 64 of the supporting element 38 is dimensioned so that it maximally overlap the end surface 66 of the driven wheel 28 without contacting the driven shaft 42.~~

Page 16, amend the paragraph in lines 10-14 as follows:

Alternatively, the upper half shell 58 can be dispensed with, so that the supporting element 38 in Figure 4 is composed only of a lower half shell 56. It surrounds the driven shaft 42 only over its half and in some cases is inserted ~~through~~with the ring-shaped grooves 60 and 62 in the packing 40 and/or the transmission housing 15.

Please amend the paragraph bridging pages 17 and 18 as follows:

A further embodiment of the invention is shown in Figure 7. The supporting element 38 is here formed as a ring-shaped disc 74 with an inner thread 76, which is screwed before injection molding of the driven ~~shaft~~wheel 28 on the thread 34 of the driven shaft 42 which is formed as a spindle 16. The outer diameter 78 of the ring-shaped disc 34 is greater than the inner diameter 80 of the running disc 32 supported in the transmission housing 15. The end surfaces of the supporting element 38 and the running disc 32 overlap one another, whereby the force flux between these two surfaces extends through the parts of the driven ~~shaft~~wheel 28 on an action

line. The force 22 which acts in the event of an accident is transmitted through the transmission housing 15 to the running disc 32 and acts on the collar 30 on the driven wheel 28. The driven wheel 28 is supported on the supporting element 38 which is connected via thread flanks in a force-locking manner with a driven shaft 42, on which thereby the pulling force 24 acts as a counter force.